

Step 5—Review the Corridor Boundary, Develop a Statement of Purpose and Need, and Identify Goals for the Corridor



Key Activities

- ◆ *Review and explain the corridor boundary to the public*
- ◆ *Develop a statement of purpose and need*
- ◆ *Identify goals for the corridor*

Purpose (Why)



Step 5 takes the corridor boundary map to the public for review. The public also has a hand in developing a statement of purpose and need (drawn from a list of issues and deficiencies). The statement of purpose and need defines what sorts of goals should be established to best meet future transportation needs. Sample statements of purpose and need and sample goals are provided at the end of this step to illustrate the language and amount of detail that typically goes into each statement.

This step uses public participation techniques to also establish the direction for the rest of the corridor planning process. In later steps of the process, alternatives will be evaluated according to how well they meet the goals.

Activity (What) and Approach (How)



Activities include meeting with the public to explain the corridor boundary and using public input to develop a statement of purpose and need, and identify goals for the corridor.

Task One: Review the Corridor Boundary

- At the public participation event(s), be prepared to discuss and review the mapped boundary chosen in Step 1 and explain why the boundary was chosen. Include the boundary on a base map, along with the key features of the transportation system, and the key traffic generators or attractors or other features of the corridor area that relate to the need for changes to the transportation system.

Task Two: Develop a Statement of Purpose and Need

- Refer to the data identified in Steps 2 and 4 regarding existing and expected deficiencies in the transportation system serving the corridor area to compile a list of system deficiencies. Where possible, locate the deficiencies on the base map for use at the public participation events.
- Reference the list of issues that resulted from contacts with local elected officials and agencies during Step 1.

- Use the *Idaho Transportation Plan* and the statement of need in the governing board's authorization for direction in identifying the key needs of the corridor area.
- Use the information gathered to prepare a preliminary list of factors supporting the need for long-range planning for the corridor area. The list should describe the existing or anticipated deficiencies in the transportation system and the growth or changing needs in the corridor area. Also, it should be tailored to the specific corridor area, rather than being a generic list about the need to plan corridors.
- Be prepared to discuss the previously identified information as a starting point for adopting a statement of need at the public participation event(s).
- Schedule and publicize the public participation event(s). Target extra publicity toward property owners within the corridor area, people who use the corridor on a daily basis, and any groups who have a special interest in the corridor.
- Use the event(s) to explain the corridor planning process and achieve buy-in for the process, paying particular attention to point out the key decisions to be made with public participation and the identity of the final decision making authority.
- Prepare visual displays summarizing data compiled to date. Include the corridor boundary drawn on the base map, along with the key features of the transportation system and the key generators, attractors or other features of the corridor area which relate to the need for changes to the transportation system. Also include the proposed list supporting the necessity for changes to the transportation system to meet the 20-year need.

- At the public participation event(s), request public review on the corridor boundary location and input on issues.
- Produce a written statement of purpose and need. At a minimum, record the key concepts based on public input.

Task Three: Identify Goals for the Corridor

Goals that are developed should be measurable, as much as possible, although some non-measurable features may be included. They should also answer the question, "What will we need and expect from our transportation system, in this corridor, in 20 years?" The goals may include maintaining the existing level of service (LOS), reducing farm-to-market travel time, improving safety, improving access to public transit, improving intermodal connectivity, implementation and funding strategies, or other objectives.

Use the public event(s) to generate a list of goals. Also refer to the Idaho Transportation Department's policies on corridor planning as a framework for developing corridor goals.

Expected Products (Results)



- List of concerns/issues raised by the public.
- Statement of purpose and need.
- List of goals for the corridor.



Step 5 Guidelines

The goal of Step 5 is to establish a statement of purpose and need, and identify the goals for the corridor. The following example could be used as a starting point for a purpose and needs statement and goals list. The example is part of the documentation for I-17, produced by the Arizona Department of Transportation.

Purpose

The purpose of this documentation is to expand upon previous planning studies of the I-17 corridor, and to develop long-range improvement and implementation plans for the 23 miles of freeway between the Maricopa Interchange and the Outer Loop. The documentation includes the addition of a fourth freeway lane in each direction between Indian School Road and Thunderbird Road and adjustment to the ramp and frontage road geometry to be compatible with the Freeway Management System.

Need

I-17 is the central link in the Phoenix Metropolitan area transportation network, serving interstate, regional, and local traffic needs. The facility, constructed in the early sixties, requires increasing maintenance efforts to extend its service life. In addition, many features of I-17 do not meet current operational criteria and design standards. Further, unforeseen changes in land use and associated traffic increases have far exceeded earlier forecasts.

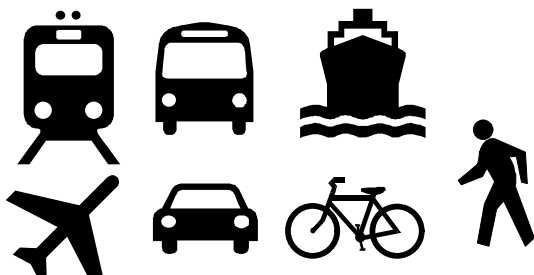
Currently, most sections of I-17 are operating at or above capacity (Level of Service E-F) during peak hours and accident rates are significantly higher than the statewide average. During the next 20 years, it is projected that the traffic demand within the corridor will increase dramatically; in some cases, nearly double the existing freeway volume. If this facility is to accommodate these volumes efficiently and safely, extensive system-wide improvements will be needed.

Corridor Goals

The major objectives of this corridor plan are summarized below:

- Develop and analyze viable double-deck or elevated roadway alternatives, or other improvement schemes.
- Establish a phased implementation scheme to address prioritization of improvements in a systematic form.
- Define future right-of-way requirements in the corridor so that it can be protected or reserved.

Step 6—Generate Alternatives to Meet Goals



Key Activities

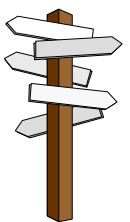
- ♦ *Generate a preliminary list of alternatives*
- ♦ *Hold public participation events to gather a complete list of alternatives*
- ♦ *Prepare conceptual map(s) of potential road alignments and list or illustrate other transportation improvements*

Purpose (Why)



Step 6 is designed to compile as many alternatives as possible for improving the transportation system. The open exchange of ideas for all corridor stakeholders in this step encourages collaboration among the participants to identify *all* of the potential options for system improvements.

Activity (What) and Approach (How)



Task One: Generate a Preliminary List of Alternatives

The corridor planner should contact the ITD Public Involvement Coordinator for assistance with the public participation strategies. Local elected and appointed officials and agencies should also be contacted to gain their input on potential improvements to the transportation system. Develop a preliminary list of improvements and strategies to the transportation system that are expected to meet the goals for the corridor. The preliminary list can be used to stimulate discussion for the production of a more complete list of feasible improvements and strategies at the public participation events.

Prepare displays of the preliminary alternatives as lines on a map or other conceptual representation.

Task Two: Hold Public Participation Event(s) to Gather a Complete List of Alternatives

Public participation should be encouraged to expand the preliminary list to include as many alternatives as possible. Refer to Appendix A for public participation methods.

Additional displays can include the maps and reports prepared in prior steps, including the mapped corridor boundary, traffic volumes, high crash locations, and environmental considerations. The statement of purpose and need, and the goals for the corridor should also be prepared for display at the public participation events, as reminders of the mission of the corridor planning process.

All alternatives proposed at the public participation event(s) should be listed, even if they appear impractical. The alternatives will be screened in Step 7.

The public should be encouraged to consider improvements not related to conventional solutions.

The public should consider:

- Use of existing road alignments for wider roads
- Use of existing road alignments for nontraditional uses such as bicycle paths or transit-only corridors
- Transportation Demand Management (TDM) strategies
- Transportation System Management (TSM) strategies
- Access management
- Traffic operations
- Cargo and passenger rail transit
- Public/private transit
- Non-motorized transportation
- Expanded intermodal goods-transfer stations
- Local arterial expansion
- Ride sharing
- Use of Intelligent Transportation System (ITS) technology
- Land use changes such as locating high density development close to transit stations.

Task Three: Prepare Conceptual Map(s) of Potential Road Alignments And List or Illustrate Other Transportation Improvements

Potential alignments should be shown as single lines on a map. Other proposed transportation improvements should be mapped or listed, as appropriate, at a conceptual level of detail.

Expected Products (Results)



- A complete list of alternatives.
- Conceptual map(s) of potential road alignments.
- List or illustration of other transportation alternatives.



Step 6 Guidelines

The goal of Step 6 is to generate a preliminary list of alternatives. Use the checklist provided below to guide the development of the list.

Task One: Generate a Preliminary List of Alternatives

- ☐ Contact the ITD Public Involvement Coordinator for public participation strategies.
- ☐ Gather input on potential improvements from local officials.
- ☐ Generate a preliminary list of improvements that would meet corridor goals.
This is the starting point. Don't try to be too comprehensive until the public gets involved.
- ☐ Prepare displays of the preliminary alternatives, such as maps and line drawings.
- ☐ Prepare background corridor information for distribution at public participation events.

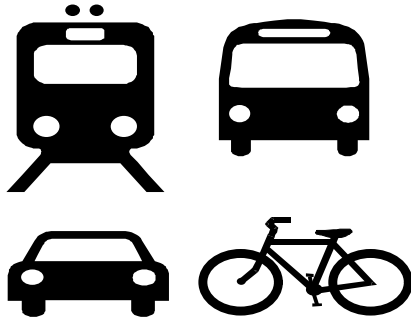
Task Two: Hold Public Participation Events to Gather Complete List of Alternatives

- ☐ Expand the preliminary alternatives list with suggestions from the public.
*Record **all** suggestions. The feasibility of the alternatives will be determined later.*
- ☐ Encourage participants to consider alternatives beyond road widening.

Task Three: Prepare Conceptual Map of Potential Road Alignments and List or Illustrate Other Transportation Improvements

- ☐ Prepare a map with potential road alignments shown as single lines.
- ☐ List or illustrate other proposed transportation improvements, as appropriate.
*Make sure that these documents are **preliminary**. There is no need to get caught up in the specifics at this point.*

Step 7—Identify Feasible Alternatives



Key Activities

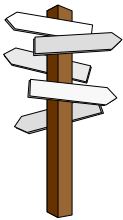
- ◆ *Establish screening criteria based on goals for the corridor*
- ◆ *Compile information for each alternative that addresses the criteria*
- ◆ *Use public participation methods to screen the list of alternatives and identify feasible alternatives*
- ◆ *Compile a feasible alternatives list and summarize activities*

Purpose (Why)



Step 7 includes comparative analysis of the alternatives suggested in Step 6. The analysis is used to screen the complete list of alternatives to identify those alternatives which are the most feasible and promising. The feasible alternatives will be subjected to a more detailed analysis in Step 8 to finalize the preferred alternative(s).

Activity (What) and Approach (How)



Task One: Establish Screening Criteria Based on Goals for the Corridor

Prior to the screening, it is important to contact elected officials, agencies, and other key stakeholders identified in the public participation work plan, to gain their understanding of the screening criteria to be used.

Screening criteria can include:

- How well each alternative meets the goals established for the corridor.
- Costs of each alternative. Dollar costs need not be exact at this step. Relative

grouping of low, medium, and high cost is adequate. (See Exhibit 7-1 , Sample of Costs from ITD, Division of Transportation Planning, on page 40.)

- Impacts of each alternative on important environmental resources and feasibility regarding environmental issues and regulations.
- Impacts of each alternative on historical and cultural sites and resources.
- Feasibility of each alternative regarding conformity with local comprehensive plan goals and policies.
- Feasibility of each alternative regarding geologic considerations.
- The degree of improved access to important educational, medical, industrial, or recreational facilities.

Task Two: Compile Information for each Alternative that Addresses the Criteria

The corridor planner should compile information necessary to address the screening criteria for each alternative. Include the costs for each alternative from Task 1.

Sample Costs from ITD Division of Transportation Planning				
Average Cost Per Lane Mile				
(based on HPMS model with projects completed during the last ten years)				
		* Average Cost per Lane Mile plus 20%		
Functional Classification	Type of Work	Flat	Rolling	Mountainous
Interstate	Reconst w/more lanes	\$394,800	\$403,200	\$478,800
	Reconst/realignment	\$606,000	\$663,600	\$877,200
	Major widening (add lanes)	\$291,600	\$361,200	\$458,400
	Resurf/Rehab/Minr Wdn	\$244,000	\$270,000	\$341,600
Principal Arterials	Reconst w/more lanes	\$375,600	\$392,400	\$478,800
	Reconst/Realignment	\$514,800	\$619,200	\$752,400
	Major widening (add lanes)	\$276,000	\$325,200	\$458,400
	Resurf/Rehab/Minr Wdn	\$237,600	\$275,200	\$341,600
Minor Arterials	Reconst/Realignment	\$421,200	\$561,600	\$752,400
	Major widening (add lanes)	\$276,000	\$325,200	\$458,400
	Resurf/Rehab/Minr Wdn	\$190,800	\$275,200	\$319,200
Major Collectors	Reconst/Realignment	\$356,400	\$472,800	\$549,600
	Major widening (add lanes)	\$253,200	\$291,600	\$451,200
	Resurf/Rehab/Minr Wdn	\$174,000	\$206,400	\$267,600

* Cost calculations do not include right of way costs.

To calculate costs for "Average Cost per Lane Kilometer," multiply the average cost per lane mile by 0.6213.

Displays generated in prior steps may be supplemented with the information on the alternatives.

Task Three: Use Public Participation Methods to Screen the Alternatives and Identify Feasible Alternatives

An extensive public participation process should be used to screen the complete list of alternatives and identify feasible alternatives that will be reviewed in detail. The public is invited to compare alternatives and to try to achieve consensus on feasible alternatives.

Task Four: Compile a Feasible Alternatives List and Summarize Activities

Compile a list of feasible alternatives from the public input and summarize activities and key decisions that may have been made.

Expected Products (Results)



- A list of feasible alternatives for transportation-system improvements and strategies.
- A report summarizing the reasons other alternatives are no longer being considered, public participation activities, and key decisions that may have been made.



Step 7 Guidelines

The goal of Step 7 is to begin the process of screening the alternatives that were gathered in Step 6. Use the checklist below to establish the criteria, and through public participation activities, develop a list of feasible alternatives.

Task One: Establish Screening Criteria based on Goals for the Corridor

- ☐ Contact elected officials, agencies, and key stakeholders to gain their understanding of the screening criteria. Recommended criteria include the following:
 - Conformance to goals established for the corridor;
 - Cost;
 - Impacts to environmental resources and historic and cultural sites;
 - Conformity with local comprehensive plan goals and policies;
 - Geologic feasibility; and
 - Degree of improved access to important area facilities.

Task Two: Compile Information for each Alternative that Addresses the Criteria

Is the needed information complete? Fill in any gaps in the following information:

- ☐ Corridor characteristics (see checklist for Step 3, Task 1);
- ☐ Preliminary cost estimates for corridor improvement alternatives (*see page 40 for examples of preliminary cost estimates*); and
- ☐ Public participation displays.

Task Three: Use Public Participation Methods to Screen the Alternatives and Identify Feasible Alternatives

- ☐ Develop materials needed for the selected public participation process.
See Appendix A for assistance in developing public participation events and techniques.
- ☐ Ask the public to compare the alternatives.
- ☐ Achieve consensus on feasible alternatives.

Task Four: Compile a Feasible Alternatives List and Summarize Activities

- ☐ Prepare a list of feasible alternatives.
- ☐ Write a report summarizing the reasons other alternatives are no longer being considered, public participation activities, and key decisions that may have been made.